

# “ASK THE MAN WHO OWNS ONE”

## The story of a 1941 PACKARD 110 coupe

My interest in purchasing a Packard started in January 2008 while on holiday at Oakura, Northland; talking with Stuart and Val Flexman who were in the process of importing a 1941 Packard 160 Convertible to add to their collection.

I have known the Flexman's all my life growing up with their son Steven and was aware of some of their collection. I had even used Steven's 39 Packard Sedan and my Austin as our wedding cars in 1990, so knew a little bit about Packards.

I was looking for a car to replace my 1936 Austin 14-6, I wanted something that would:

1. Keep up with modern day cars
2. Be comfortable to ride in
3. A pleasure to drive
4. Could be driven on a regular basis



Stuart loaned me a few books and magazines on Packard's. Once I had viewed the 41 Packard, I knew I had found my replacement car. I was looking for an all weather car but did not want a Sedan and so the search began.

On the Internet I was even able to view the original sales brochure for the Packard one-ten and one-twenty; it said the 1941 model was “Brimming with Beauty” and “from front or rear the Packard Coupe models had Beauty and Individuality that was theirs alone” they were the “Class of 41”. 1941 saw a new styling for Packard according to the brochure, a more gracefully rounded hood- sleek in every line, a profile that extended over a 2½" longer bonnet which permitted a graceful blending of lines that emphasized the length and lowness of the Packard. The absence of ventilating louvers on the side of the bonnet emphasised the simplicity of design, where as the front look of the car was distinctly new but still distinctively Packard, headlamps were faired into the fenders and surmounted by streamlined parking lamps add to the rakish, clean-cut appearance enlivened by the sparkling cooling grilles.

Between the Internet and many trips to Stuart and Val's place a deal was struck with Speciality Sales in California on the 9<sup>th</sup> of July 2008. Shipping was arranged through Phil Gibbs at Jenner Cargo International Ltd in Auckland, (excellent service thanks Phil) and on the 15<sup>th</sup> of August I touched for the first time my 1941 110 Club Coupe Deluxe, it was every thing I thought it would be and the drive home was fantastic. The multi-tone paint choice is Silver French Grey Metallic over Blue Metallic Duco, original colour scheme. The word Deluxe means that the coupe has a few extras like additional chrome bumper accessories front and rear; additional stainless body trim; the deluxe glass-winged hood ornament; aero-drive which gives 25% extra fuel savings; and inside two heaters one located under the dash to heat front and defrost windscreen, and the other under the front seat to heat forward and back; then there is the top of the line Philco radio which has been beautifully reconditioned by the previous owner.

Inside the Packard, there was a folder with a lot of information from the previous owners Bill and Marina Young of Pinole, California; who was a member of the Northern California Packard Club and had owned the car for two and a half years. Prior to this it was owned by Ed Chilbert of Alamo, California for 15+ years and Don Kleaker of Oakland, California for 25+ years. It is believed to have had some restoration work done 15-20 years ago and so it is a credit to the previous owners who have kept her in such fantastic condition. The only thing required to be done for certification was to change the headlights, as they dipped to the wrong side of the road.

Since owning it I have clocked up some 6000 miles and the Coupe meets all my expectations,

- 1 It keeps up with modern day cars and cruises at 60 m/h,
- 2 It's comfortable to ride in thanks to the complete Safe-T-fleX effect in front and rear which is the Packard Safe-T-fleX independent front suspension, double acting shock absorbers and roll control bar in the front while in the back Semi-elliptical leaf springs with shock absorbers.
- 3 A pleasure to drive, this is a combination of (1) and (2) but also down to the beauty of the overdrive. The R9 Aero-drive is easy to operate. And at 20m/h you simply lift your foot from the accelerator and let the thrifty Packard Aero-drive take hold, this amazing fourth forward speed lets the engine loaf- turn over 27% slower and then for a quick sprint to pass another car or climb a hill a sharp thrust on the accelerator operates the kick down and you are back in third gear - And for driving in city traffic the same works in 2<sup>nd</sup> gear
- 4 Can be driven on a regular basis, this has allowed us many outings in the Packard; even in wet weather the factory fitted two speed wipers and defrost heater make for easy driving. The only improvement I have made is the fitting of electronic ignition and indicators that utilise the existing lights.

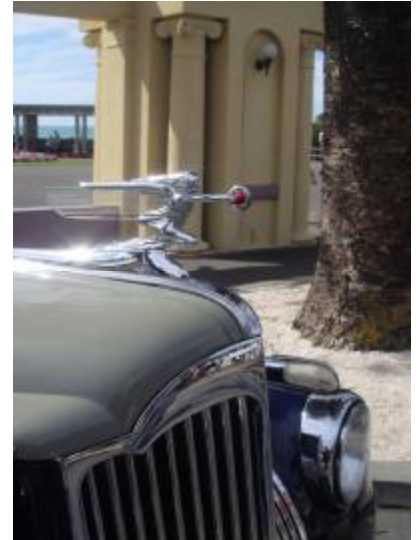
So as you can see the Packard has met all my expectations and the next big trip for the coupe is the Wild West Wander in February. “Ask the man who owns one” - this is so true so a special thanks must go to Stuart and Val Flexman for their advice and *packardship*.

.....Vaughan & Helen Mackereth

Some lovely photos of Vaughan & Helen Mackereth's beautiful 1941 Packard 110 coupe.



Vaughan & Helen picnicking on Oakura beach, Northland



That stylish front of the 110



Stuart & Val Flexman's lovely 160 convertible coupe next to the Vaughan & Helen's 110.



The first trip in the 110 was to Wairakei Resort



The beautiful winged goddess



The lovely 'Art Deco' Bakelite interior of the 110.



The 6 cylinder, 100HP engine

Vaughan, Helen and son Hamish enjoying the new car at Oakura Beach



The 110 at Art Deco Napier, Feb 2009



Dallas & Sue McNeil's 1935 120 on the left, and Malcolm & Terry Dean's 1936 120B on the right. Both convertible coupes at a similar point in their rebuilds and now both at the same upholsterer.



Dallas gets ready for his 120 to leave his garage for the first time with body on, at left.

Terry posing mischievously at right.



Dallas & Malcolm getting ready to winch 120 onto trailer for trip to upholsterer

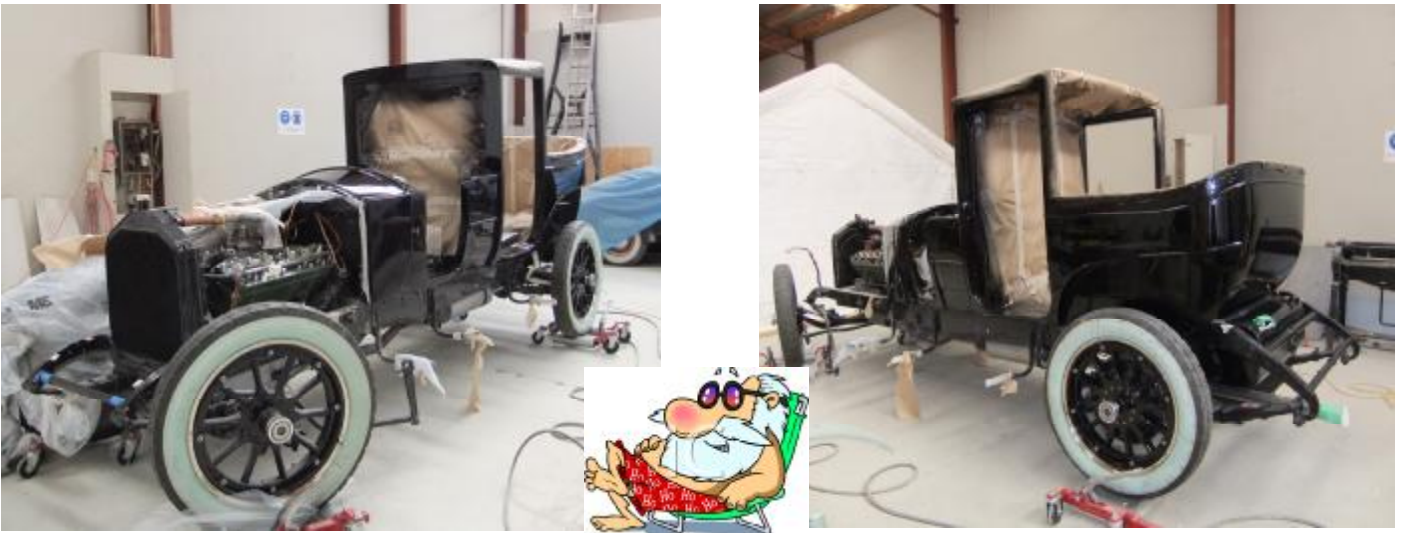


Both cars at the upholsterer with McNeil 120 at left and Dean 120B at right.. Note the back of the Dean Packard in the left distance of photos at left—how often are 2x Packard 120s at the same place during their rebuild?



**More NZ Packards being restored for the Packard Rally**

The 2 photos below of the 1918 Twin Six Town Car of **Robert Duncan & Phil Dunstan**



The 2 photos below of the 1933 V12 convertible coupe of **Classic Cars, Nelson**



Photos below and right of the 1936 120B sedan of **Doug & Patricia Bourne** from Tauranga.

“ When we bought the car in Feb 2008 the upholstery had been done and supposedly the motor. However, we have had to recondition the motor (which is now back in) and repaint the exterior. The photo with the 'bucket' seat was the great excitement of the first drive—out of the shed and backed back in again. Unfortunately the clutch had a very bad vibration so that had to come out again to have the pressure plate reconditioned. Hopefully it will be all down hill from here. Looking forward to meeting up in Nelson for the rally.”



**And More NZ Packards being restored for the Packard Rally**



Left: As you requested, please find attached a photo of our 1929 640 as it is today. It may look pretty incomplete but I will leave the guards off till the last moment as it is a lot easier to work on the car. This week I hope to get the top fixed with the help of an upholsterer. We have some (big) problems with the Vinning as the car is LHD and the chassis is imported from the USA as parts. One is not allowed to register a LHD car made from parts ! Stupid bureaucracy !  
Regards, **Arnold van Zon**



**Errol & Marlene Bradford's 1947 Clipper undergoing restoration above, and the finished car below.**



**Below: Theo & Michelle de Leeuw's 1928 526 Phaeton. These were taken in October, the car now has a lot more chrome on it, wiring is going in, as is upholstery.**

